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[a30-5]

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[a351]

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Hongkong, 29th April, 1908. [a364]

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Hongkong, 1st April, 1909. [a545]

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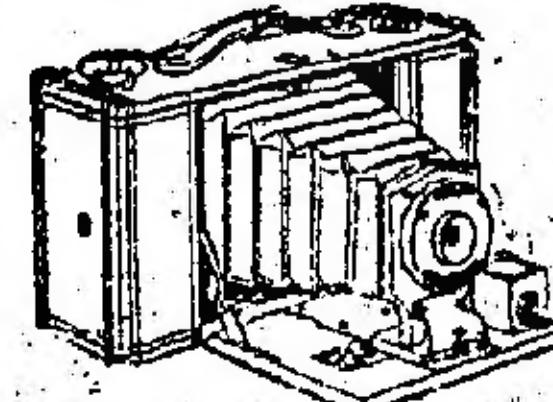
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[1134-3]

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Hongkong, 16th October, 1907. [a39]

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Hongkong, 12th April, 1911. [a59]

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MARRIAGES.

On the 2nd May, 1911, at St. John's Cathedral,
by the Rev. F. T. Johnston, M.A., FREDERICK
JOSEPH GILL to BESSIE MAUD, youngest
daughter of the late HENRY KENNEDY. 1866

On May 2nd, at the Roman Catholic Cathed-
ral, Hongkong, by the Right Rev. Bishop
Pozzani, Comm. Vicar-General, for
Italy at Hongkong, being a witness, PAUL
PHILIP SOFFIETTI, of Hongkong, to Mrs.
MABEL CARMEL MINOR, of San Jose,
California, U.S.A.; 1663

HONGKONG OFFICE: 10A, DES VEVY ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 3RD, 1911.

The telegram we published a few days ago reporting that the Prime Minister of the United Kingdom and Mr. ARTHUR BALFOUR, the Leader of Opposition, had spoken on the same platform, at the London Guildhall, in advocacy of a general arbitration treaty between Great Britain and the United States, shows, at least, that the last word on an international arbitration treaty for the whole world was not spoken a month ago when the German Chancellor declared, in effect, that all proposals for disarmament were impracticable and impossible. It was recently rumoured in New York that President Taft had approached not only Great Britain, but Russia and France, and also Japan with proposals for arbitration treaties, and though we have seen no direct confirmation of this rumour so far as any

Power other than Great Britain is concerned, there is at least some show of evidence that France has been sounded on the subject and according to the American

papers the French Government regard the suggestion with favour. Germany's attitude has never been disguised, and therefore the recent unequivocal speech by the Chancellor on the subject created abroad, rather than surprise, regret and disappointment. It was, as a New York paper has described it, "a direct answer, cold, hard and almost scathing, to Sir Edward GREY's advances." As long as men are men and States are States, said Herr von BETHMANN-HOLLWEIG, the question of limiting armaments will remain insoluble. "Let there arise between two nations antagonisms which touch their vital interests," he said, "and I should like to see the arbitration treaty that does not burn like tinder. The condition of peace is strength. The old saying still holds good that the weak will be the prey of the strong. When a people will not or cannot continue to spend enough on its armaments to be able to make its way in the world, then it falls back into the second rank and sinks down to the

role of a super, on the world's stage." In Germany only the organs of Radicalism and Social Democracy oppose the Chancellor's views; in all other quarters they are endorsed with enthusiasm, though pious resolutions were passed a few days later in the Reichstag calling upon the Chancellor to enter into negotiations with the other Powers as soon as any Great Power submits proposals for "a simultaneous and equal limitation of armaments." The report of this extraordinary incident in the Reichstag states: "As the Chancellor has assured his Conservative, Catholic, and National Liberal supporters that such proposals are both impossible and impracticable they joined heartily with their Radical and Socialist colleagues in adopting the resolution." Another Radical resolution calling upon the Chancellor to extend more sympathetic attention to the question of arbitration agreements was also adopted without opposition; and the explanation in this case presumably is very similar to that in the other. These resolutions, therefore, must not be taken very seriously. In the Press of Germany—and very generally in that of France also—the speech of the Chancellor—a full translation of which we published a few days ago—is extolled as the utterance of a serious, sincere and practical statesman. Yet in the American newspapers we read much about France having already taken her first step towards arbitration by the leading French papers of the views of the German Chancellor afford no evidence of the likelihood of France agreeing with the United States and Great Britain that arbitration is practicable for all their purposes. Such an agreement may be possible, but even so we do not see that there would be much prospect of it resulting in a lightening of the burden of armaments under which all nations are beginning to groan. The only reply to Germany's declaration on the part of the nations whose interests are menaced by her expanding armaments is to maintain the pace. There was in the speech of the Chancellor the suggestion that a treaty of arbitration of the nature proposed between Great Britain and the United States would be construed by Germany in the light of an offensive and defensive alliance. We can see no reason why it should be so construed, and it is noteworthy that in spite of this intimation the proposed treaty is being advocated by the leading statesmen of Great Britain, though there certainly is no important body of sentiment yet, on the American side at any rate, in favour of an offensive and defensive alliance. But we are surely drifting either towards the time when the nations of the world will be ranged in two groups for the final tug-of-war, or towards that Federation of the World pacts dream of "when the common-sense of most shall hold a fretful realm in awe; and the kindly earth shall slumber lapt in universal law."

Two further cases of plague in the Colony were notified yesterday.

A robbery took place at the opium farm at Shengshui the other day and 320 pots of opium valued at \$46 were stolen.

The two men who are charged with indecently exposing themselves and using abusive language to two girls are not Lukongs, but postmen.

The marriage is announced to take place on May 9 at the British Consulate at Dairen of Mr. Hugh Horne, Acting British Consul, to Miss Grace Sandeman, of London.

A Chinaman who was fined \$10 at the Magistrate yesterday for behaving in a disorderly manner was understood to declare himself to be a revolutionary.

In the Chief Court of Lower Burma, a divorce suit has been preferred by Florence Isabel Masson (late of the Bandmann Opera Company) against her husband, Michael Masson.

Mr. J. Eitzen, who has been the Norwegian Consul at Hongkong, has taken over the duties of the Norwegian Consul-General at Shanghai, during the absence on leave of Mr. Hansen.

The presents which Prince Tsai Chan will take with him for King George on the occasion of the Coronation will consist of lacquered ware, cloisonne work and Peking gold embroidery.

A scheme has lately been conceived by a shipping agency in Chonglipo belonging to the Osaka Shosen Kaisha to open a tugboat service on the river Han, navigation by large vessels being very difficult.

The Manchurian Daily News is informed that H.H. Prince Ching, the venerable statesman and diplomat, intends to go to Peking about 30th May next on some important mission to Europe. No further particulars are yet obtainable.

The position of Isaac Raymond Michæl for the winding up of the Shanghai Stock Exchange has been withdrawn without prejudice to the positioner's right to file a further petition if so advised. No order was made as to costs.

Miss Alice F. Kwok, a student of the St. Agnes' College, Italian Convent, and sister of Mr. P. K. Kwok, of Messrs. Singon & Co., is proceeding to London by the German mail steamer *Prinz Ludwig* leaving to-day to complete her studies in England.

Two men and three women, passengers from Canton, reached the Colony on Monday at midnight. They got into rishas and engaged an additional one to carry their luggage. This risha was in their midst for a time, but afterwards it disappeared. The people reported their loss to the police, who recovered the risha next morning. The luggage stolen was valued at \$323.

The Government of the Netherlands East Indies have under consideration the construction of a new dock on the east side of Tjajong-Friok (Batavia). The quays will have a frontage of 1,090 yards. The cost is estimated at about 4,000,000 gulden (\$333,300), and about one-fifth of this sum will be set apart for construction of warehouses, sheds, harbour roads, and railway equipment.

We regret to learn of the death of Mr. William Cartwright, formerly Commissioner of the Chinese Imperial Maritime Customs, which took place recently at Mentone. Death was due to heart failure following an attack of pleurisy. Mr. Cartwright possessed an intimate knowledge of Chinese politics and finances, and was well versed in Peking matters. During the time, now 20 years ago, he was Chinese Secretary of the Customs at Peking, he was one of Sir Robert Hart's most able lieutenants.

Mr. Hart concluded the case for the prosecution of the Chinese in the employ of the Chinese having already taken his deposition. The leading French papers of the views of the German Chancellor afford no evidence of the likelihood of France agreeing with the United States and Great Britain that arbitration is practicable for all their purposes. Such an agreement may be possible, but even so we do not see that there would be much prospect of it resulting in a lightening of the burden of armaments under which all nations are beginning to groan. The only reply to Germany's declaration on the part of the nations whose interests are menaced by her expanding armaments is to maintain the pace. There was in the speech of the Chancellor the suggestion that a treaty of arbitration of the nature proposed between Great Britain and the United States would be construed by Germany in the light of an offensive and defensive alliance. We can see no reason why it should be so construed, and it is noteworthy that in spite of this intimation the proposed treaty is being advocated by the leading statesmen of Great Britain, though there certainly is no important body of sentiment yet, on the American side at any rate, in favour of an offensive and defensive alliance. But we are surely drifting either towards the time when the nations of the world will be ranged in two groups for the final tug-of-war, or towards that Federation of the World pacts dream of "when the common-sense of most shall hold a fretful realm in awe; and the kindly earth shall slumber lapt in universal law."

The Indian watchman in the employ of Madame Flint looked like running amok on Sunday night. He was apparently under the influence of liquor, and was howling and shouting. Finally, armed with a chopper and a long stick, he chased several Indians. Two European ladies happened to be on the street, and the sight of an excited Indian armed with a chopper coming towards them was rather disconcerting.

However, Mr. P. K. Sizer, of W. Jack & Co., pluckily tackled the watchman, deprived him of his weapon, and took him in custody. At the Magistrate yesterday the offender made his appearance before Mr. E. R. Halifax and was fined \$10 or three weeks in prison.

At St. John's Cathedral yesterday Mr. Frederick Joseph Gill, Chief Officer of the *Osuna*, was married to Miss Bessie Maud Kennett, youngest daughter of the late Mr. Henry Kennett, of Whitley, Yorkshire, and of Hongkong. The bride was attired in a dress of white silk and wore a large white hat. She carried a bouquet of white lilies, and was attended by the little Misses Kate Outerbridge and Yolande Lemaire as bridesmaids, while Mr. H. S. Kennett was "b'st man." Mr. H. W. B. Kennett (brother) gave away the bride. The bridesmaids wore white muslin frocks and lace hats and each carried a bouquet of white lilies and maiden-hair fern. They also wore gold and pearl brooches, the gifts of the bride-groom. The Rev. F. T. Johnston officiated. Subsequent to the ceremony a reception was given at the Hongkong Hotel by Mrs. Outerbridge, when Mr. and Mrs. Gill received the congratulations of a large company of friends.

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In the Chief Court of Lower Burma, a divorce suit has been preferred by Florence Isabel Masson (late of the Bandmann Opera Company) against her husband, Michael Masson.

The Home Secretary announced on the 11th ult. that there are in London twenty-two known private houses in which opium smoking is practised, mostly by Chinese seamen. The Chief Commissioner of Police, he added, is of opinion that the practice is on the increase in London.

The large number of Chinese seamen who come to England every year is shown in a printed reply in the Parliamentary papers, to a question by Mr. Houston. Mr. Sydcoy Burton says:

"The number of British ships on board of which Chinese were engaged as members of their crews which arrived in the River Mersey during the period from April, 1910, to March 31, 1911, was 1,426. The number of Chinese seamen on board was 4,683. The number who deserted at Liverpool was 212, and the number paid off at Liverpool was 543.

THE BARMAID QUESTION AGAIN.

PUBLICAN SUMMONED.

David Frohman, licensee of the Land We Live in Hotel, was summoned before Mr. E. R. Halifax at the Magistrate yesterday for unlawfully permitting a woman to serve in the bar-room. Mr. M. Reader Harris appeared for the defence.

Detective Sergeant Murphy was the principal witness. He said that at 9.45 on the evening of Sunday, April 23rd, he met P.S. 283 in Queen's Road near the Land We Live in Hotel and went to the house directly opposite the hotel. They went to the first floor and took a position on the front verandah, where they had a view of the proceedings in the hotel. In a mirror behind the bar he saw the reflection of a woman playing a piano near the door. He saw a British sailor approach her. He spoke to her and she went behind the bar while the sailor played the piano. About 10.30 witness saw the woman take some coins from the counter. He could not say where the money came from. At 10.45 a civilian went to the counter and appeared to be speaking to the woman, as he was leaning over the bar. The defendant put a drink on the counter. The drink was in a bottle. A portion was poured into a glass. The woman moved the drink in front of the customer and poured the remainder into the glass. When the civilian finished his drink he left. About 10.50 an American sailor went up to the counter and apparently spoke to the woman, who turned and took a bottle from a shelf behind her, and poured some liquor into a glass. The sailor handed her some money, which she placed in the drawer in front of her. She gave him back something, which he put in his pocket.

Cross-examined:

You saw this in a glass darkly?—Not all through a glass.

What did you see in the glass?—I saw the woman playing the piano. Were there any other Europeans behind the bar beside the defendant and his wife?—I did not see them. Were there any Chinese behind the bar?—Yes. They were collecting glasses. Did you see defendant's wife pour liquor into a glass?—Yes. And hand it to an American sailor?—Yes. Did you enter the hotel that night?—No. What was the tune played on the piano?—I can't say. Could you hear it?—Yes. How old is the defendant's wife?—I can't say. Is she elderly or young?—She appeared to be about 30—a little more perhaps. The Chinese detective who accompanied the last witness in his watch over the hotel gave corroborative evidence.

Mr. Hartnell concluded the case for the prosecution. It is now the 17th ult., at 1.30 p.m., says the name on the 17th ult., and lasted one minute and forty-five seconds. On the Bluff the shock was very strong, and in some cases caused considerable alarm. Tokyo, Yokosuka, Kofu, and other places in the neighbourhood of Tokyo Bay also felt the shock. Some thought a tremendous eruption had taken place at Asama-yama, but a report issued by the Meteorological Observatory shows that the centre of the disturbance was on the western coast of Tokyo Bay.

The Indian watchman in the employ of Madame Flint looked like running amok on Sunday night. He was apparently under the influence of liquor, and was howling and shouting. Finally, armed with a chopper and a long stick, he chased several Indians. Two European ladies happened to be on the street, and the sight of an excited Indian armed with a chopper coming towards them was rather disconcerting. However, Mr. P. K. Sizer, of W. Jack & Co., pluckily tackled the watchman, deprived him of his weapon, and took him in custody. At the Magistrate yesterday the offender made his appearance before Mr. E. R. Halifax and was fined \$10 or three weeks in prison.

At St. John's Cathedral yesterday Mr. Frederick Joseph Gill, Chief Officer of the *Osuna*, was married to Miss Bessie Maud Kennett, youngest daughter of the late Mr. Henry Kennett, of Whitley, Yorkshire, and of Hongkong. The bride was attired in a dress of white silk and wore a large white hat. She carried a bouquet of white lilies, and was attended by the little Misses Kate Outerbridge and Yolande Lemaire as bridesmaids, while Mr. H. S. Kennett was "b'st man." Mr. H. W. B. Kennett (brother) gave away the bride. The bridesmaids wore white muslin frocks and lace hats and each carried a bouquet of white lilies and maiden-hair fern. They also wore gold and pearl brooches, the gifts of the bride-groom. The Rev. F. T. Johnston officiated. Subsequent to the ceremony a reception was given at the Hongkong Hotel by Mrs. Outerbridge, when Mr. and Mrs. Gill received the congratulations of a large company of friends.

The two men who are charged with indecently exposing themselves and using abusive language to two girls are not Lukongs, but postmen.

The marriage is announced to take place on May 9 at the British Consulate at Dairen of Mr. Hugh Horne, Acting British Consul, to Miss Grace Sandeman, of London.

A Chinaman who was fined \$10 at the Magistrate yesterday for behaving in a disorderly manner was understood to declare himself to be a revolutionary.

In the Chief Court of Lower Burma, a divorce suit has been preferred by Florence Isabel Masson (late of the Bandmann Opera Company) against her husband, Michael Masson.

The Home Secretary announced on the 11th ult. that there are in London twenty-two known private houses in which opium smoking is practised, mostly by Chinese seamen. The Chief Commissioner of Police, he added, is of opinion that the practice is on the increase in London.

The large number of Chinese seamen who come to England every year is shown in a printed reply in the Parliamentary papers, to a question by Mr. Houston. Mr. Sydcoy Burton says:

"The number of British ships on board of which Chinese were engaged as members of their crews which arrived in the River Mersey during the period from April, 1910, to March 31, 1911, was 1,426. The number of Chinese seamen on board was 4,683. The number who deserted at Liverpool was 212, and the number paid off at Liverpool was 543.

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THE CANTON DISTURBANCES
FURTHER PARTICULARS OF
THE OUTBREAK.

[FROM OUR CANTON CORRESPONDENT.]

April 30th.

The City has been quite peaceful to-day, with the exception of a few fights which have occurred between the military and those resisting arrest. During the whole day house-to-house searches have been made, and a large number of suspected persons have been arrested. Most of those are quiescent men, and a man without a pigtail scarcely dare show himself in the streets now for fear of arrest. In the afternoon two men were fatally shot by the police in Sai Kwan for resisting arrest. A company of about 4 revolutionaries are being besieged in some premises in the Old City. The gates are still closed, and foreigners are warned that they enter the City at their own risk. In some instances foreigners have been turned back from the gates.

Further particulars are to hand of the late rising. It appears that the rebels were divided into five bands. The first, and strongest, made an attack on the arsenal situated outside the North Gate. The Viceroy, who was informed of all that was going to happen, had had the guards greatly strengthened, and although the attack took place in darkness the soldiers gained a complete victory over the rebels, nearly all of whom were shot down. A second party fought with the police and military in Ko Yang Lou. While under cover of this fight the third attacked the Viceroy's Yamen with dynamite bombs and grenades and succeeded in setting fire to the building. The Viceroy escaped in the manner I reported yesterday. The fourth band made trouble near the South Gate, while the fifth made an attack on the police and guards at the Kwai Tak Gate. All these attacks, however, were frustrated by the authorities, and from the intimate knowledge which the Viceroy appears to have of the movements of the rebels it is evident that there are traitors in the revolutionary camp. Extraordinary measures are being taken by Government to hunt down the rebels. As I mentioned above, a house-to-house search is being made, and no steamer, launch or junk is allowed to leave the town or to enter it without every one of the passengers being subjected to a rigorous search. No person has been allowed to pass the night in a steamer, and as a matter of fact the rebels have nowhere left to hide. There does not appear to be any alarm among the foreign residents in Shamian, although all recognise the fact that one never knows what is going to happen from one minute to another. The Viceroy has sent several telegraphic messages to the various Consuls assuring them that there is no fear of an anti-foreign rising. There are no less than seven foreign gunboats anchored off Shamian to-night, two French, two British, one Portuguese, one American, and one very large German boat. All night long the searchlights, from the Chinese boats are playing over the sky, the police stations are strongly guarded and the men heavily armed. The authorities are to be complimented on the promptitude and energy with which they have taken the matter in hand.

The Bishop of Hongkong was to have made his pastoral visitation to Canton to-day, but on the advice of the authorities the Bishop has postponed it.

Monday, May 1st.

FURTHER OUTBREAKS.

Bad news was received here in the early hours of this morning. A revolutionary rising has taken place in Fatschan and serious trouble has occurred. According to the report about half the town has been committed to the flames and the rioting is spreading to the villages nearby.

News has also been received that the Shih Hing Prefect has been assassinated and that there has also been a revolutionary outbreak in the Wai Chow Prefecture. These two places have for a long time been known as hotbeds of sedition. It is also stated that the Sam Shui Magistrate has been murdered by rebels. There are no full particulars of these outrages as yet to hand, for the authorities are imposing a severe censorship on all news. The truth is not running, and it is very difficult to get reliable news from the country districts.

MORE TROUBLE IN THE CITY.

During the night there were several fights in the Old City, and many were killed and others arrested. The gates are to-day still closed, and it is only with the greatest difficulty that persons can enter the City. So serious is the state of affairs that all the Government schools and colleges have been closed. Rumour states that there will be a grand outbreak to-night, and the people are living in a state of considerable terror. Many women and children are leaving the City, mostly for Hongkong.

DYNAMITE BOMBS.

Hitherto the Sai Kwan and Honan Island have been free from trouble, but last evening and early this morning many arrests have been made in both places. A large consignment of dynamite bombs has just been seized. These explosives had been dispatched from Honan to the other side of the river. A house-to-house search is now to be made in Honan. I hear this morning that all the men who were besieged in the Old City yesterday have been shot down.

WOMEN CARRY AMMUNITION.

A dramatic incident occurred last night showing that Chinese women are willing to take great risks for the revolutionary cause. Three finely-dressed young women were seen to knock at the door of a house in the Old City. The inhabitants of this house were suspects, so there were several detectives near the door. These men, thinking that the women were looking about in a furtive manner, arrested

them. The three were found to be the bearers of hundreds of cartridges which were bound in bolts round their bodies and even round their legs. They are still in custody, and it is not known at present what will happen to them.

ANTI-FOREIGN SPEECHES.

I hear that some of the street orators have taken advantage of the present troubles to give anti-foreign speeches. One man delivered a violent oration on the Fatschan incident of nearly three years ago. There is always the danger that should the rebels be completely defeated in their revolutionary aims they may try their hands at fomenting an anti-foreign feeling. During the past few days a bluejacket from one of the gunboats has been on duty during the night in Shamian.

LATEST NEWS.

The European employees on the Kowloon-Canton Railway and their wives have been advised by the British Consul-General to return to Canton or Hongkong.

The news that the body of rebels marching on Fatschan were fired upon on Sunday by two modern Chinese gunboats is confirmed, and it is stated that although large numbers of the rebels were killed the main body continued their march. When they arrived near Tung Chai Bridge (close to Fatschan) they encountered the troops and a fierce engagement ensued, resulting in heavy casualties on both sides. Commandant Ma was among the killed.

On Monday reinforcements arrived from Canton and the rebels were dispersed. Fatschan still remained from disturbance.

News reaches us of an uprising in Changsha, the capital of Hunan.

ALARM ON THE SHAMEEN.

Monday was a day of excitement on the Shamian. While the ceremony of opening the new branch of the Chartered Bank was in progress, several rifle reports rang out, and it was seen that the Shamian Guards had fallen back on the Shamian. Immediately the alarm was sounded, and in remarkably quick time detachments were landed from the British gunboats *Robin* and *Moors*. One was sent to protect the steamer *Fatschan*, which lies off the Chinese city, and the other was posted on the British bridge, while a Maxim gun was placed on the verandah of Mr. Griffiths' residence, a position which dominated the bridge. Fortunately nothing happened, but the dispatch with which these preparations were carried out—in about three minutes—was highly commendable. Consul General Jameson, who was in charge of the arrangements, was practically ubiquitous, and the greatest confidence was expressed in the Consul and in the dispositions which he made. The tension which prevailed was increased by the report that the *Fatschan* had been attacked, but this proved untrue, the foundation being a conflict between soldiers and rebels which took place in the vicinity during which several fatalities occurred.

Notwithstanding the excitement which prevails it is remarkable that business seems to proceed as usual. No difference is noticeable at the wharves except that at moments of alarm the shopkeepers in the vicinity close their premises.

We understand that orders have been issued by the Chinese Government that no vessel should approach Canton from the front trench.

Refugees, mostly ladies of the better class, are coming down to Hongkong by every steamer.

THE WRECK OF THE ASIA.

DISAPPEARANCE OF A BRITISH SUBJECT. The description of the wreck of the *Asia*, published in our issue of April 26, says the *N. C. Daily News*, contained a brief but significant reference to the fact that one of the crew of the ill-fated vessel is reported "missing." It was assumed at the time that the man, a water-bander whose name is R. Arundel, had been taken on board one of the junks manned by piratical fisherfolk whose presence caused so much anxiety to the passengers and crew of the *Asia*. From information which has reached us recently, there is reason to believe that most energetic efforts are being made to discover his whereabouts, and to rescue him from his dubious perilous situation. Up to Thursday morning the towboat sent from Shanghai to the scene of the wreck had not succeeded in finding the missing man. British gunboats from Hongkong are on the scene, but there is no information to the effect that any armed force has been landed to continue the search ashore. Pressure is being brought to bear upon the Chinese authorities of Fukien and Hangchow to find Arundel.

THE LOOTED CARGO.

The *Asia* herself is a total wreck. According to information received here from Wenchow, the ship has a list to port of about thirty degrees, and is submerged up to the No. 4 hatch. It seems that the fishermen after removing all the cargo and fittings that they could lay hands on, set fire to the ship and escaped round Beachy Island with their booty. The only portion of the cargo not submerged consists of silk, valued at about £10,000, which was stowed on the No. 2 orlop deck. Only by prompt action on the part of the native authorities can any part of this silk be recovered. The salvage of the rest will be impossible, without the employment of divers, and from the description given by one of the passengers of the vessel, it seems probable that, in the event of heavy weather, the ship might slip back into deep water, and thus render the work of salvage more difficult than it is at present.

The C. N. S. *Post*, from Swatow reports—Str. *Asia* stripped of everything at Beachy Island with their booty. The inhabitants of this house were suspects, so there were several detectives near the door. These men, thinking that the women were looking about in a furtive manner, arrested

HAMBURG LETTER.
[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

April 8th.

TAXATION FOR PUBLIC IMPROVEMENTS. The rapid development of the trade of this city and the growth of its population have naturally led to increased demands on the exchequer of the State; the tunnel under the Elbe, which is nearing its completion, the extension of the harbors with its new docks and quays, the deepening and correction of the course of the river, the demolition of parts of the old town in order to make room for wider thoroughfares and public parks, the underground railway now in course of construction, the suburban lines, of which some are already in operation, &c., &c., have raised the expenditure to such a degree that the income-tax and the few other taxes existing hitherto no longer suffice, particularly as the former has gradually advanced from five units some years ago to seven and a half for the present one, beyond which it is not deemed advisable to go, considering that at that rate incomes of M. 50,000 and above are paying 10 per cent. and over. It is now proposed to increase the legacy duty, the quay and tonnage dues, the stamp duty on deeds of partnership, articles of association of limited companies, etc. to levy a tax on public amusements, by which means it is hoped seven million Marks may be raised annually. Whether this will meet with the approval of the Bürgerschaft remains to be seen, although it is the result of the deliberations of a joint committee of members of the Senate and of that body.

THE POPULATION OF HAMBURG.

As already stated on a former occasion, the population of the republic of Hamburg has risen from 874,878 in 1905 to 1,015,795 in 1910, the increase of 140,917 being accounted for by an excess of births over deaths of 48,510 and by 48,627 new arrivals. The number of new residents last year amounted to 17,182, of which 17,788 were of other than German nationality, compared with 141,553, of which 17,172 were aliens, in the previous year. Ex-servants of sailors and other seafaring men 480,872 persons passed through Hamburg in 1910, which is rather more than in the preceding years; of these most were Germans, viz., 405,350 and only 7,903 from the United Kingdom.

Emigration w/d Hamburg had sunk to a very low figure in 1908 in consequence of the depression in trade prevailing in the United States, viz., to 48,595; in the following year it rose to 113,535, and in 1910 to 118,131 of the latter only 7,496 were Germans, the remainder hailing from Austria, Russia, Poland, etc. The number of cabin passengers has increased in a like satisfactory manner, 41,278 persons having left this port last year compared with 36,112 in the previous twelve months; 26,455 were foreigners with whom these preparations were carried out—in about three minutes—was highly commendable. Consul General Jameson, who was in charge of the arrangements, was practically ubiquitous, and the greatest confidence was expressed in the Consul and in the dispositions which he made. The tension which prevailed was increased by the report that the *Fatschan* had been attacked, but this proved untrue, the foundation being a conflict between soldiers and rebels which took place in the vicinity during which several fatalities occurred.

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THE WINE TRADE. The *New York Handelszeitung* states that the failure of the vintages of the past year, published in our issue of April 26, says the *N. C. Daily News*, contained a brief but significant reference to the fact that one of the crew of the ill-fated vessel is reported "missing." It was assumed at the time that the man, a water-bander whose name is R. Arundel, had been taken on board one of the junks manned by piratical fisherfolk whose presence caused so much anxiety to the passengers and crew of the *Asia*. From information which has reached us recently, there is reason to believe that most energetic efforts are being made to discover his whereabouts, and to rescue him from his dubious perilous situation. Up to Thursday morning the towboat sent from Shanghai to the scene of the wreck had not succeeded in finding the missing man. British gunboats from Hongkong are on the scene, but there is no information to the effect that any armed force has been landed to continue the search ashore. Pressure is being brought to bear upon the Chinese authorities of Fukien and Hangchow to find Arundel.

THE COTTON TRADE. The *Federalist* of the Mercer Cotton Spinners have published its semi-annual statement of the stocks of cotton in the hands of spinners, according to which the supply on March 1st was over 100,000 bales less than at the same time last year, viz., 4,050,746 bales against 4,165,688 bales. The figures are: Great Britain, 399,021 bales against 415,182, or 8,20 per 1,000 spindles against 8,50 in 1910 and 9,72 in 1909; Germany, 30,62 per 1,000 spindles against 34,51 and 40,86; United States, 1,525,000 bales against 1,574,000, or 53,51, against 59,79 and 65,78. As returns have been made by mills running 122,226,091 spindles out of a total of 135,596,724 belonging to the Federation, these figures may be assumed to be pretty correct, making the prospective supply of raw material for the remainder of the season look by no means overwhelming, in spite of the curtailment of production by the mills on the continent of Europe and in the United States. Prices of American cotton have consequently been hardened again of late, whereas offers from India and China are at somewhat lower rates; but it should be remembered that prices in India had risen out of proportion to those of American descriptions.

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A dramatic incident occurred last night showing that Chinese women are willing to take great risks for the revolutionary cause. Three finely-dressed young women were seen to knock at the door of a house in the Old City. The inhabitants of this house were suspects, so there were several detectives near the door. These men, thinking that the women were looking about in a furtive manner, arrested

THE EMPRESS-DOWAGER OF CHINA.

AUDIENCE TO THE LADIES OF THE LEGATIONS.

The Peking correspondent of the *N. C. Daily News* gives the following interesting account of the audience given by the Empress-Dowager to the ladies of the Legations and others in Peking:—

For some weeks, owing partly to the knowledge that a certain amount of intrigue, if not of party warfare, was going on inside the Forbidden City, interest in the forthcoming reception by the Empress-Dowager of the Legation ladies has been steadily increasing. In order to decide upon the representatives of the various Legations it was necessary to call a meeting of the Diplomatic Corps at which it was decided that the wives, sisters, or daughters of the Foreign Ministers, or those of the First Secretaries should attend, one from each Legation, and that five lady interpreters should complete the party. Owing to indisposition Mrs. Ijima, who had just returned from Japan, was unable to attend, and as Mrs. Honda, wife of the First Secretary, was in Japan, no one represented the Japanese Legation. The other Legations were represented as follows, precedence being given according to length of residence in Peking:

British Legation, Lady Jordan (*Doyenne*). Russian Legation, Madam Korostovtseva.

Netherlands Legation, Madam Beelaerts van Blokland.

United States Legation, Mrs. Calhoun.

Mexican Legation, Madam Herranz del Huerta.

Austrian Legation, Madam von Storck.

Danish Secretariat, Countess Ahlefeldt.

French Legation, Madam Picot.

German " Countess Binsfeld.

Italian " Mademoiselle Brambilla.

Belgian " Mademoiselle Etaris.

There was naturally much competition for the posts of lady interpreters, and finally the selection was made as follows:—

Madam Bauer, wife of the Austrian Secretary-Interpreter.

Mrs. Gatrell, wife of Dr. Gatrell.

Miss Piry, daughter of T. Piry, Esq., Postal Secretary.

Scott, daughter of Bishop Scott.

Corbett, Missionary.

The party started from H. M. Legation at 10:30 a.m. Lady Jordan leading, and all riding in green chairs. A mounted escort preceded the representative of each Legation, the guards from the Belgian and Italian Legations looking particularly smart. At the Santo Mün the party halted and the visitors left their chairs and entered small, open chairs each carried by two men. Passing over the famous marble bridge, the party was led to the new palace situated in the Coal Hill enclosure, which is not part of the old Forbidden City. This new portion of the Winter Palace was nearly completed at the time of the death of the late Empress-Dowager, but the collection seen on Monday was much more numerous and costly. The reason for this may, possibly, be found in the old report that the former Empress-Dowager used to have her most cherished possessions laid aside on the days of audience to foreign ladies lest the expected quality of foreigners should be aroused. Certain it is, however, that whereas formerly many vacant spaces were allotted to ornaments there were none on this occasion. The real reason of this, of course, may be the fact that during the days following the siege profane hands were turned towards the acquisition of valuable trophies; and that in the years that have passed since then the losses have been replaced.

The general impressions of the visitors were that the Empress-Dowager wished to show

mark of favour, but that for some un-

known reason the day's procedure had



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINN MERCHANTS.

[56]

Shiploads of
thirst-quencher

is a description which may be applied to the cargoes of the vessels "Circus" and "Ottar," which dropped anchor recently in Liverpool docks. The first brought 30,000 gallons and the second 40,000 gallons of pure health-giving lime juice, direct from the island of Montserrat—the famous tropical home of the cultivated lime-fruit from which comes

"MONTSERRAT"
LIME JUICE.Supplied in two forms—
Unsweetened, i.e., plain Lime Juice,
Sweetened, i.e., Lime Juice Cordial.

600-3

PLASMON
OATS

Scotland's Best—"Enormously increased in food value by the addition of Plasmon"—Lancet.

4 Minutes Boiling only.

PLASMON IS USED BY THE ROYAL FAMILY.

Plasmon, Ltd., London, Eng.

BUCKINGHAM PALACE.
ROMANTIC ASPECTS OF ITS EARLY DAYS.

Buckingham Palace, the London residence of the Sovereign, says a writer in the *Observer*, can lay but little claim to the stately traditions that surround most Royal abodes. It has only borne its palatial honours since the early twenties of the last century, when King George IV. resolved to transform Buckingham House into a palace, and under the somewhat fallacious pretext of repairs, contrived to spend about £500,000 of the public money upon the transformation. The First Gentleman in Europe as splendidly prodigal of bricks and mortar as he was of everything else, entirely rebuilt "Queen's House," as Buckingham House was called after it was settled on Queen Charlotte, and restored to it its former name, but with the royal addition.

The ground on which Buckingham Palace stands was once occupied by mulberry gardens originally laid out in furtherance of James I's scheme to encourage the silk industry in England. The gardens must eventually have attained to the same eminence as certain fashionable restaurants of the present day. Horace Dryden at first with Madam Anne Revoe, and Evelyn mentions a party given by Lady Gerard and adds: "It is now the only place about town for persons of the best quality." George Lord Goring was keeper of the gardens for a time, and lived at Goring House, which stood on the site where the Palace now stands. Goring House was destroyed by fire, but was subsequently rebuilt, and later sold to the Earl of Arlington, the same who originally introduced tea into England. It is presumed that there the fragrant Bohemian tea was first enjoyed by the smart set of the day.

In the last years of the 17th century the house came into the hands of John Sheldon, Earl of Mulgrave and Marquess of Normanby, who was afterwards created Duke of Buckingham. The Duke rebuilt it, and gave it the name which it bears to-day. The third wife and eventual widow of the Duke tried to dispose of the house for £50,000 to the Prince and Princess of Wales, who refused to pay the price. It was finally purchased by George III. and Queen Charlotte for one-third of the sum originally asked, and thus Buckingham House attained for the first time to the dignity of a Royal residence. But it did not receive the designation of palace until some half-century later, when the Irish son of the thrifty Royal couple, who was decidedly what Carlyle called "a very expansive Herr," determined to make it worthy of the name.

ROTAL DISLIKE.

But not till the youthful Queen Victoria came to the Throne did Buckingham Palace justify its appellation. George IV. did not live to see it completed, William IV. cordially disliked it—and the King who was not the man to impose any constraint either on his feelings towards the building or his language regarding it. He absolutely refused to live there, and took up his abode at St. James's Palace. But his successor did not share his aversion for the one or his preference for the other, and scarcely a month after her Accession she quitted the cramped surroundings of Kensington Palace for the larger and more commodious if less beautiful residence in the Mall.

For twenty brilliant years Buckingham Palace was the scene of balls, parties and banquets more splendid one than the other, the very antithesis of the mediocre hospitalities dispensed by its former Royal occupants, George III. and Queen Charlotte, which contemporaries describe as "dull, dowdy and decent." Of the three adjectives, the early Victorian fêtes emphatically merited only the last. The famous Planché grand ball at which the Queen and Prince Consort appeared as Phillips and Edward III.; the Powder Hall, when her youthful Majesty wore a dress which had belonged to her grandmother, Queen Charlotte, and the Stuart ball, were all functions of unsurpassed splendour. It was one of these to which the author of the "Iago-Lisby Legends" alluded in his immortal lay, in which the late Baroness Burdett-Coutts and Prince Esterhazy, "all jewels from his jay to his diamond boots," come in for special notice.

Among other improvements, a magnificent ball-room was added in the early forties to the Royal residence, which, although still outwardly unadorned, was inwardly worthy of the name.

"After the death of the Prince Consort the shadow of mourning hung like a pall over Buckingham Palace. It was only in 1868 that the widowed Queen was at last induced to mitigate a little the severity of her seclusion and to hold a Drawing Room, at which the presentations were limited to seventy and the general attendance to three hundred. How impossible such a limitation would be in the twentieth century, the thousands of applications that now annually pour into the Lord Chamberlain's office sufficiently show. It was in 1868 that the Drawing Room, which had always been held at St. James's Palace, was first transferred to Buckingham Palace. Until the close of Queen Victoria's reign the Drawing Rooms continued to be held in the Throne Room, but after his accession King Edward promptly converted the dreary day functions into evening Courts, transferring them to the ball-room.

SCENE OF FESTIVITIES.

It is with this splendid apartment that the present generation is most familiar, as State balls, concerts and evening Courts all take place there. The room used to be panelled in crimson brocade and decorated in pale shades with much gilding, but clusters of electric lamps replaced the soft radiance of the wax candles of Victorian days. Some three years ago, however, the ball-room was entirely redecorated. The crimson brocade disappeared, and dazzling white walls stretched their expanse from end to end of the room, broken only by the subdued tones of a single tapistry panel left on either side. The wide gallery leading up to the ball-room contains some fine pictures, and in gazing at these belated guests who on Court nights have not been able to get into the ball-room find some solace while waiting their turn to pass the presence.

The State dining-room, where the Derby Day dinner was served in the last reign, contains some magnificent portraits. The long dining table is of mahogany, and each broad leaf is made of a single piece of wood. The State apartments are a veritable treasure house, and some of the furniture and appointments are without price. So valuable is the china that the great Sevres vases which decorate the rooms are fastened firmly to the cabinets they adorn. Drastic improvements were made in many departments by King Edward before he took up his residence in Buckingham Palace in the second year of his reign. In Queen Victoria's day the domestic offices left much to be desired. No lifts were provided from the Royal kitchens to the other floors, and all dishes had to be carried through endless corridors, greatly to their detriment, but all was put into perfect order by his late Majesty before he entered into occupation.

The private apartments are on the first floor and are connected by a corridor with the State

apartments. They overlook the garden and are directly below the room allotted to members of the household with which they are in telephone communication. The Queen's suite is a large one, and includes sitting room, a writing room, library, boudoir, dressing room and sleeping apartment. To the right of the huge pilastered bay window above the entrance to the garden is the room round which sad memories now cling, as it was there that King Edward passed away at a quarter to twelve on the night of May 6, 1910.

POPULATION OF THE EMPIRE.

GREAT INCREASE IN BRITISH CANADA.

There has been issued as a Yellow Book the statistical abstract for the British Empire. According to latest returns, the area of the British Empire at the end of 1909 was 11,321,000 square miles, and the estimated population of the United Kingdom in the middle of 1910 was 45,470,000.

Canada possesses the largest area, with 3,729,665 square miles, against Australia's 2,974,581 and India's 1,773,000 (including native States), while the smallest area is that of Gibraltar, namely, 17.3 square miles.

In respect of several parts of the empire, including India, statistics as to estimated population were not available at the time the tables contained in the book were compiled, and it is not possible, therefore, to give the total population. At the census of 1901 the population of British India and the native States was 294,317,082, an increase of 204,000 on the figures of 1891.

The population of the Commonwealth of Australia increased from 3,773,801 in 1901 to 4,374,138 at the end of 1909, and that of New Zealand from 772,719 to 995,266. The most striking increase, however, was in the case of Canada, where the population increased from 5,371,515 to 7,105,000 on March 31, 1910. Southern Nigeria increased in population from 4,444,393 to 6,500,000 at the end of 1909.

AMERICAN TELEGRAPH AND TELEPHONE AMENITIES.

The following announcements, which have been issued by the competing telephone and telegraph companies operating in the United States, throw an interesting light upon the methods adopted by the respective undertakings in upholding their claims to popular patronage. It should be noted that as from the 1st instant the Western Union Telegraph Company has put in operation a "day-later" system, the tariff for which is higher than for the night service. The following is the Company's statement relating to this matter:—

"The day letter, like the night letter, is a 50-word telegram to be written in plain English; code words and code language not accepted. It is to be transmitted as the facilities of the company will permit during business hours of the day, full rate telegrams having priority of transmission. As the wires are in much demand during the mid-day hours, it is advisable that day letters be filed as early in the day as possible. Day letters will be accepted at any office, or they may be sent in by telephone. The day letter and the night letter give to the United States the cheapest telegraph service in the world."

It is presumably in reply to the foregoing statement that the following announcement has been issued by Mr. C. Adams, Vice-President of the Postal Telegraph Cable Company:—

"We offer the public such fair service that there is no occasion for a deferred service. We are not a deferred company. We are express forwarders. We aim to put our business through within a few minutes from the time it is handed to us. We do not believe that the public has any occasion for a deferred day service, because the present day service and night letter seem to be amply sufficient. We do not think there is any demand for an intermediate service, which would be no different from the night lettergram in its practical workings."

THE FUTURE OF RUBBER.

Mr. E. H. Sharpe presided last month at Winchester House over the first ordinary general meeting of the Batang Malaka Rubber Estates (Limited), and said that when the prospectus of the company was issued, out of a total area of 2,731 acres 635 acres only were planted in rubber. The vendor, however, had undertaken to plant at his own expense 226 acres, which were already cleared and ready for planting. That was immediately proceeded with after the purchase had been completed. In addition a further 400 acres, or thereabouts, had been cleared and planted. Thus at the present time they had about 1,300 acres planted in rubber, or nearly double the area stated to be so planted in the prospectus. It became necessary to consider by what means funds for continuing the development should be obtained. The directors had come to the conclusion to recommend that the capital of the company should be increased to £60,000. The rubber industry was to-day in its infancy, and must increase rapidly year by year. He was told that last year America alone manufactured 250,000 motor-cars, and it was estimated that the number manufactured in the present year would be 300,000. These all required tyres, and of course the old cars also needed new tyres. Should the consumption of rubber double itself in five to seven years he did not know where the 150,000 tons required would come from, if they were to go down to a price of 3s., as was predicted in some quarters, for then they would get nothing from Brazil, and would have to rely on plantation rubber. There was a net profit of £1,942 on tapioea. In the prospectus it was estimated that there would be in all a profit of £2,005 on tapioea; but that amount had practically already been reached, while it was estimated that there would be another £1,000 profit under that head during 1911.

The report was adopted.

APENTA
Natural Aperient Water

For use by

THE BILIOUS,
THE GOUTY,
THE CONSTIPATED,
and
THE OBESE.

DOSE.—A wine-glassful before Breakfast.

103-3

They overlook the garden and are directly below the room allotted to members of the household with which they are in telephone communication. The Queen's suite is a large one, and includes sitting room, a writing room, library, boudoir, dressing room and sleeping apartment. To the right of the huge pilastered bay window above the entrance to the garden is the room round which sad memories now cling, as it was there that King Edward passed away at a quarter to twelve on the night of May 6, 1910.

BUCKINGHAM PALACE. ROMANTIC ASPECTS OF ITS EARLY DAYS.

Buckingham Palace, the London residence of the Sovereign, says a writer in the *Observer*, can lay but little claim to the stately traditions that surround most Royal abodes. It has only borne its palatial honours since the early twenties of the last century, when King George IV. resolved to transform Buckingham House into a palace, and under the somewhat fallacious pretext of repairs, contrived to spend about £500,000 of the public money upon the transformation. The First Gentleman in Europe as splendidly prodigal of bricks and mortar as he was of everything else, entirely rebuilt "Queen's House," as Buckingham House was called after it was settled on Queen Charlotte, and restored to it its former name, but with the royal addition.

The ground on which Buckingham Palace stands was once occupied by mulberry gardens originally laid out in furtherance of James I's scheme to encourage the silk industry in England. The gardens must eventually have attained to the same eminence as certain fashionable restaurants of the present day. Horace Dryden at first with Madam Anne Revoe, and Evelyn mentions a party given by Lady Gerard and adds: "It is now the only place about town for persons of the best quality." George Lord Goring was keeper of the gardens for a time, and lived at Goring House, which stood on the site where the Palace now stands. Goring House was destroyed by fire, but was subsequently rebuilt, and later sold to the Earl of Arlington, the same who originally introduced tea into England. It is presumed that there the fragrant Bohemian tea was first enjoyed by the smart set of the day.

In the last years of the 17th century the house came into the hands of John Sheldon, Earl of Mulgrave and Marquess of Normanby, who was afterwards created Duke of Buckingham. The Duke rebuilt it, and gave it the name which it bears to-day. The third wife and eventual widow of the Duke tried to dispose of the house for £50,000 to the Prince and Princess of Wales, who refused to pay the price. It was finally purchased by George III. and Queen Charlotte for one-third of the sum originally asked, and thus Buckingham House attained for the first time to the dignity of a Royal residence. But it did not receive the designation of palace until some half-century later, when the Irish son of the thrifty Royal couple, who was decidedly what Carlyle called "a very expansive Herr," determined to make it worthy of the name.

ROTAL DISLIKE.

But not till the youthful Queen Victoria came to the Throne did Buckingham Palace justify its appellation. George IV. did not live to see it completed, William IV. cordially disliked it—and the King who was not the man to impose any constraint either on his feelings towards the building or his language regarding it. He absolutely refused to live there, and took up his abode at St. James's Palace. But his successor did not share his aversion for the one or his preference for the other, and scarcely a month after her Accession she quitted the cramped surroundings of Kensington Palace for the larger and more commodious if less beautiful residence in the Mall.

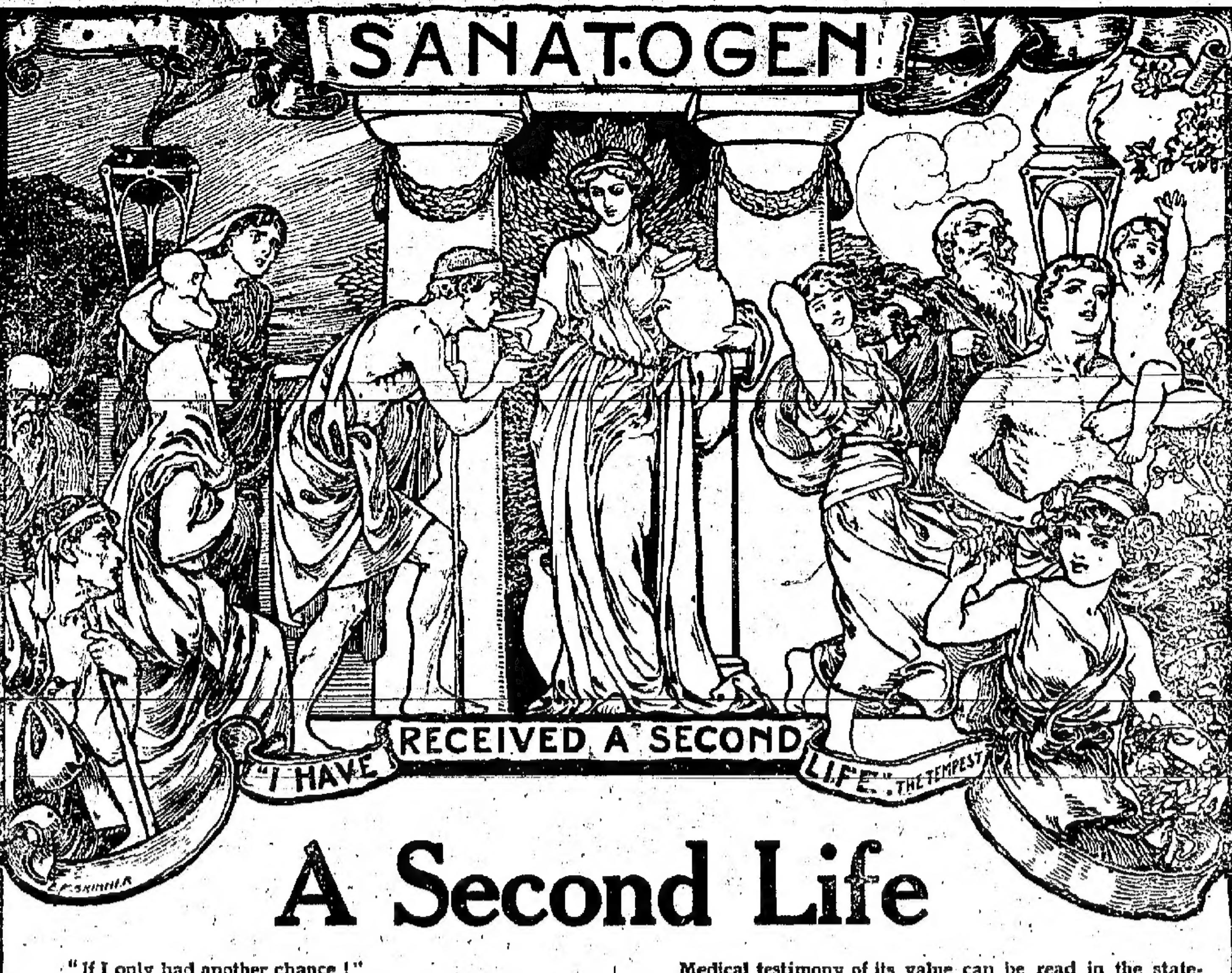
For twenty brilliant years Buckingham Palace was the scene of balls, parties and banquets more splendid one than the other, the very antithesis of the mediocre hospitalities dispensed by its former Royal occupants, George III. and Queen Charlotte, which contemporaries describe as "dull, dowdy and decent." Of the three adjectives, the early Victorian fêtes emphatically merited only the last. The famous Planché grand ball at which the Queen and Prince Consort appeared as Phillips and Edward III.; the Powder Hall, when her youthful Majesty wore a dress which had belonged to her grandmother, Queen Charlotte, and the Stuart ball, were all functions of unsurpassed splendour. It was one of these to which the author of the "Iago-Lisby Legends" alluded in his immortal lay, in which the late Baroness Burdett-Coutts and Prince Esterhazy, "all jewels from his jay to his diamond boots," come in for special notice.

Among other improvements, a magnificent ball-room was added in the early forties to the Royal residence, which, although still outwardly unadorned, was inwardly worthy of the name.

"After the death of the Prince Consort the shadow of mourning hung like a pall over Buckingham Palace. It was only in 1868 that the widowed Queen was at last induced to mitigate a little the severity of her seclusion and to hold a Drawing Room, at which the presentations were limited to seventy and the general attendance to three hundred. How impossible such a limitation would be in the twentieth century, the thousands of applications that now annually pour into the Lord Chamberlain's office sufficiently show. It was in 1868 that the Drawing Room, which had always been held at St. James's Palace, was first transferred to Buckingham Palace. Until the close of Queen Victoria's reign the Drawing Rooms continued to be held in the Throne Room, but after his accession King Edward promptly converted the dreary day functions into evening Courts, transferring them to the ball-room.

The State dining-room, where the Derby Day dinner was served in the last reign, contains some magnificent portraits. The long dining table is of mahogany, and each broad leaf is made of a single piece of wood. The State apartments are a veritable treasure house, and some of the furniture and appointments are without price. So valuable is the china that the great Sevres vases which decorate the rooms are fastened firmly to the cabinets they adorn. Drastic improvements were made in many departments by King Edward before he took up his residence in Buckingham Palace in the second year of his reign. In Queen Victoria's day the domestic offices left much to be desired. No lifts were provided from the Royal kitchens to the other floors, and all dishes had to be carried through endless corridors, greatly to their detriment, but all was put into perfect order by his late Majesty before he entered into occupation.

The private apartments are on the first floor and are connected by a corridor with the State



A Second Life

Medical testimony of its value can be read in the statement of Dr. C. W. Saleby, the well-known medical author. Over twenty-five thousand doctors prescribe Sanatogen in their daily practice, while some twelve thousand physicians have testified to its merits as

A Revitalising Force.

In Malaria, Dysentery, Low Fever, and other wasting diseases incidental to life in the Tropics it acts "like a miracle." To quote the words of a physician who has used it largely, "It reconstitutes the blood, rebuilds the body, revivifies the health, reinforces the strength, restores the vitality, revivifies the waning powers, and revitalises the nervous system, until the patient is as well as he was before his illness, while it safeguards him from further attacks."

The typical letters of Sir Gilbert Parker, M.P., and Miss Ellaline Terriss are selected from hundreds of communications of famous men and women who have of their own free will written of the debt they owe Sanatogen.

Anyone desiring to learn more about Sanatogen and the conditions for which it is peculiarly appropriate is invited to write for an instructive book, "How to Keep Well in Tropical Climates," which will be sent free to those mentioning this on application to Messrs. A. S. Watson & Co., Hongkong and Shanghai.

Sanatogen, which, by the way, is used in the Royal Family, can be obtained at all chemists and bazaars, or from Messrs. A. S. Watson & Co., Hongkong and Shanghai.

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SHIPPING

ARRIVALS

HAIMUN, British str., 641, J. W. Evans, 2nd May—Swatow 1st May, General—Douglas, Lepnick & Co.
LOONGSAM, British str., 1,093, Leask, 2nd May—Manila 29th April, Sugar and General—Jardine, Matheson & Co.
MAY LUCKMIRE, German str., 2,565, H. Baum, 2nd May—Port Said, General—Doddwell & Co.
MONROE, British str., 2,883, L. Reid, 2nd May—Shanghai 29th April, General—Doddwell & Co.
NAM SAI, British str., 2,501, P. M. B. Lake, 2nd May—Kobe and Moji 26th April, General—Jardine, Matheson & Co.
PRINZ LUDWIG, German str., 5,698, F. v. Binsz, 2nd May—Yokohama 22nd April, General—Molchers & Co.
SIAI, British str., 932, Robt. A. Buins, 2nd May—Langkat 23rd and Singapore 25th April, Keremos Oil—Asiatic Petroleum & Co.
TENYU MARU, Japanese str., 7,265, E. Bent, 2nd May—San Francisco 5th April, General—Toyo Kisen Kaisha.
TJINOBAS, Dutch str., 2,953, Juriando, 2nd May—Yokohama 12th and Moji 26th April, General and Coal—Jara-Ching, Japan Lijn.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
2nd May
BINGO MARU, Japanese str., for Singapore.
CARL LIEDECKE, German str., for Kelsing.
HANNON, British str., for Swatow.
JOHANN, German str., for Haiphong.
KAIYU MARU, Japanese str., for Saigon.
KASHING, British str., for Shanghai.
KOHSEN, German str., for Swatow.
LIGHTNING, British str., for Singapore.
LOKSAI, British str., for Foochow.
MAI RICHMOND, German str., for Dairen.
PRINZ LUDWIG, German str., for Haiphong.
SABU MARU, Japanese str., for Swatow.
TRIUMPH, German str., for Hollow.

DEPARTURES

2nd May
CANADA MARU, Japanese str., for Shanghai.
EMPIRE, British str., for Australia.
HAIYANG, British str., for Swatow.
HANOI, French str., for Haiphong.
PAKAT, British str., for Amoy.
PRINZ SIGISMUND, German str., for Kobe.
TEAN, British str., for Manila.

SHIPPING REPORTS
The British str. *Longone* reports: Light variable winds, smooth sea, fine, clear weather.
The British str. *Nansing* reports: Moderate E. to N. Easterly breeze and sea, foggy weather.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA
(Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"LIGHTNING"
Captain E. P. Smith, will be despatched for the above ports TO-MORROW, the 4th May, at 1 A.M.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd., Agents.

Hongkong, 3rd May, 1911. [643]

SHIRE" LINE OF STEAMERS, LTD.
For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"FLINTSHIRE"

Captain G. C. Cundy, will be despatched as above about 12th May.

For Freight or Passage, apply to
JARDINE, MATTHESON & Co., Ltd., Agents.

Hongkong, 24th April, 1911. [629]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG;
Having connection with Company's Mail
Services to PORT SAID, MESSINA,
NAPLES, LIGURIA and GENOA, also
VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking cargo at through rates to PERSIAN
GULF and BAGHDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"CAPRI,"

Captain Figari, will be despatched as above on SATURDAY, the 13th inst., at NOON.
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1911. [4]

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR Fiume and TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking cargo at through rates to the PERSIAN
GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship
"CHINA,"

Capt. Pavissich, will be despatched as above on FRIDAY, 26TH MAY.
This Steamer has capital accommodation for passengers, recreation, cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.

Princes' Building,
Hongkong, 29th April, 1911. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALVA ...	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co. ...	To-morrow, at 10 A.M.
LONDON, &c. VIA USUAL PORTS OF CALL	FLINTSHIRE ...	Brit. str.	—	G. C. Cundy, R.N.R. ...	JARDINE, MATTHESON & Co., Ltd.	About 12th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA ...	Brit. str.	—	E. P. Martin, R.N.R. ...	P. & O. S. N. Co. ...	On 13th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	SICILIA ...	Brit. str.	k. w.	C. W. Watkins, R.N.E.	HILDEBRANDT	About 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELORAVIA ...	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 6th inst.
COPENHAGEN & BALTIc PORTS	SACHSEN ...	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PEKING ...	Swed. str.	k. w.	OLOP WIJK Co., Ltd.	HAMBURG-AMERIKA LINIE	On 1st June.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA ...	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINIE	About beginning of June
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FEIRENPEL ...	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 9th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU ...	Jan. str.	k. w.	K. Homma	NIPPON YUSEN KAISHA	On 9th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU ...	Jan. str.	k. w.	A. E. Moses	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU ...	Jan. str.	k. w.	M. Hagiwo	NIPPON YUSEN KAISHA	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA MARU ...	Aus. str.	k. w.	Pavissich	MELCHERS & Co.	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG ...	Brit. str.	k. w.	F. v. Binsz	DODWELL & Co., Ltd.	On 3rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTROSE ...	Am. str.	k. w.	Thomas	ARNHOLD, KARBERG & Co.	About 4th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AFGHAN PRINCE ...	Am. str.	k. w.	DODWELL & Co., Ltd.	ARNHOLD, KARBERG & Co.	About 14th inst.
BOSTON & NEW YORK	MUNCASTER CASTLE ...	Brit. str.	1 m.	W. W. Davison	CANADIAN PACIFIC R. Co.	On 20th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN ...	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 23th June, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE ...	Jap. str.	—		OKA SHOSEN KAISHA	On 16th inst., at D'light
VICTORIA, C.B. & TACOMA VIA KEELEUNG, &c.	TAOGA MARU ...	Jap. str.	—		THE BANK LINE, LIMITED	On 21st inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELEUNG, &c.	INABA MARU ...	Jap. str.	—		CANADIAN PACIFIC R. Co.	On 20th June, at 4 P.M.
VICTORIA, B.C. & SEATTLE, VIA KEELEUNG, &c.	SVEDIC ...	Brit. str.	—		TOYO KAIKU KAISHA	On 6th inst.
VANCOUVER (DIRECT)	AMERICA MARU ...	Jap. str.	—		PACIFIC MAIL SS. Co.	On 5th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN &c.	KOREA ...	Am. str.	—		PACIFIC MAIL SS. Co.	On 5th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		THE BANK LINE, LIMITED	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KUMANO MARU ...	Brit. str.	1 m.		PORTLAND & ASIATIC S.S. Co.	On 27th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINZ SIGISMUND ...	Ger. str.	1 m.		BUTTERFIELD & SWINE	On 12th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATANOGA ...	Brit. str.	1 m.		MELCHERS & Co.	On 20th inst., at D'light
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	RYOJA ...	Nor. str.	1 m.		ELVIND MEYER	On 11th inst., at 11 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		F. E. Flinckson	On 10th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KUMANO MARU ...	Brit. str.	1 m.		M. Winckler	On 17th June, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINZ LUDWIG ...	Brit. str.	1 m.		D. Lenz	On 12th June, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	FEIRENPEL ...	Brit. str.	1 m.		THE BANK LINE, LIMITED	On 5th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATANOGA ...	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 12th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	RYOJA ...	Nor. str.	1 m.		NIPPON YUSEN KAISHA	On 11th June, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		MELCHERS & Co.	On 10th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KUMANO MARU ...	Brit. str.	1 m.		ELVIND MEYER	On 17th June, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINZ LUDWIG ...	Brit. str.	1 m.		F. E. Flinckson	On 8th June, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	FEIRENPEL ...	Brit. str.	1 m.		M. Winckler	On 9th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATANOGA ...	Brit. str.	1 m.		D. Lenz	On 12th June, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	RYOJA ...	Nor. str.	1 m.		THE BANK LINE, LIMITED	On 5th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 12th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KUMANO MARU ...	Brit. str.	1 m.		NIPPON YUSEN KAISHA	On 11th June, at Noon.
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SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	RYOJA ...	Nor. str.	1 m.		M. Winckler	On 9th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		D. Lenz	On 12th June, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KUMANO MARU ...	Brit. str.	1 m.		THE BANK LINE, LIMITED	On 5th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINZ LUDWIG ...	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 12th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	FEIRENPEL ...	Brit. str.	1 m.		NIPPON YUSEN KAISHA	On 11th June, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KATANOGA ...	Brit. str.	1 m.		MELCHERS & Co.	On 10th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	RYOJA ...	Nor. str.	1 m.		ELVIND MEYER	On 17th June, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA ...	Brit. str.	1 m.		F. E. Flinckson	On 8th June, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN						

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
STEAMERS TONS CAPTAIN DATE OF SAILING
• AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, May 5th, 1 P.M.
• TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, May 12th, 1 P.M.
• NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, June 2nd, 1 P.M.
• CHIYO MARU ... 21,000 ... W. W. Greene ... FRIDAY, June, 30th, 1 P.M.
• Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAY of MEXICO at MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS TONS CAPTAIN DATE OF SAILING
HONGKONG MARU 11,000 H. Hinokura SATURDAY, June 17th, 1 P.M.
KIYO MARU ... 17,500 H. Nishi TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU ... 10,500 K. Hashimoto SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUITO, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
" " "	£ 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420,00, Single
" VALPARAISO	Yen. 570,00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

These concessions apply to San Francisco Line Only.

These concession steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. The only direct train service, without transhipment, also, shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross Tons)	LEAVES
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOREA and YOKOHAMA	"TACOMA MARU"	6,173	TUESDAY, 16th May, at Daylight
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOREA and YOKOHAMA	"PANAMA MARU"		TUESDAY, 30th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING and TAKAO via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 3rd May, at 10 A.M.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 7th May, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 10th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc. apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited
HongkongPENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.STEAMERS TO SAIL REMARKS
SHANGHAI, MOJI, KOBE, NILE, D'Light, 4th Freight and
YOKOHAMA ... Capt. E. F. Dally, B.N.E. May Passage.LONDON and ANTWERP, PALMA 10 AM, 4th Freight only
via SINGAPORE, PE. PALMA ... Capt. H. W. A. Clark, B.N.E. May

NANG, COLOMBO, and PORT SAID ... Capt. E. W. Bruce, B.N.E. May

SHANGHAI, MOJI, KOBE, PESHAWUR ... About 7th Freight only
and YOKOHAMA ... Capt. E. W. Bruce, B.N.E. MaySHANGHAI, DEVARA ... About 11th Freight and
Capt. H. Powell, B.N.E. May Passage.LONDON via USUAL PORTS, DELTA, ... Neon, 13th See Special
of CALL ... Capt. E. P. Martie, B.N.E. May Advertisement.LONDON and ANTWERP, SICILIA ... About 17th Freight and
via SINGAPORE, PE. SICILIA ... Capt. C. H. Watkins, B.N.E. May Passage.

SAID and MARSELLES ... Capt. E. W. Bruce, B.N.E. May

For Further Particulars apply to E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

STEAMERS TO SAIL

MANILA, ZAMBOANGA, THURSDAY, CHANGSHA ... 3rd May, 4 P.M.

CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, ...

SHANGHAI and CHINKIANG, KASHING ... 3rd May, Noon.

SHANGHAI ... LINAN ... 4th May, 4 P.M.

HAIPHONG ... SINGAN ... 6th May, Noon.

TIENTSIEN ... KUEICHOW ... 8th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation—Amidships, Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$60 RETURN.

For Freight or Passage apply to BUTTERFIELD & SWIRE,

Hongkong, 3rd May, 1911.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING.

HAITAN ... Capt. J. S. Beach, B.N.E. FRIDAY, 5th May, at 11 A.M.

HAICHING ... Capt. W. C. Passmore, B.N.E. TUESDAY, 9th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans, B.N.E. WED'DAY, 3rd May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 2nd May, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO,

to MARSELLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP, S.S. BELGRAVIA ... 6th May

S.S. FREIHEIT ... 6th May

S.S. SCANDIA ... 18th May

S.S. SLAVONIA ... 4th June

S.S. SEGOVIA ... 15th June

S.S. SPEZIA ... 1st July

S.S. SILESIA ... 12th July

S.S. C. FERD. LAEISZ ... 28th July

FOR HAVRE & HAMBURG: S.S. FREIHEIT ... 9th June

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd May, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS TO SAIL

SHANGHAI, MOJI, KOBE and YOKOHAMA ... D'Light, 4th Freight and

YOKOHAMA ... Capt. E. F. Dally, B.N.E. May Passage.

SHANGHAI, KUTSANG ... Thursday, 4th May, Noon.

SHANGHAI, KUTSANG ... Friday, 5th May, Noon.

SHANGHAI, LOONGSAMGANG ... Friday, 5th May, 2 P.M.

SINGAPORE, PENANG & CALCUTTA, NAMSANG ... Monday, 8th May, Noon.

TIENTSIEN ... CHONGSHING ... Tuesday, 9th May, Noon.

MANILA ... YUENSANG ... Saturday, 13th May, 2 P.M.

SANDAKAN ... MAUSANG ... Wednesday, 17th May, Noon.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKANG" leave about every 3 weeks for Shanghai and returning via Kutsang (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tsinan & Nanking.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 213, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 3rd May, 1911.

NIIPPONYUSEN KAISHA

(THE JAPAN MAIL

